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# The China Mail

ESTABLISHED 1845

May 5, 1920, Temperature 77°

Rainfall 0.00 inch.

Humidity 89.

May 5, 191, Temperature 84°

No. 17,942.

三拜禮

號五月五年十二百九千一英

HONGKONG, WEDNESDAY, MAY 5, 1920.

日七十月三申庚次歲年九國民華中

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## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### DIVIDING THE SPOILS.

#### ITALY GETS SCAPA FLOW SHIPS.

LONDON, May 3.  
In the House of Commons replying to Viscount Curzon, Sir James Craig stated that the allocation of the ex-German warships hitherto decided was, Britain five and 124 submarines; France two and 38 submarines; Japan and the United States two each, and Italy seven submarines. Italy will also have the ships sunk at Scapa Flow. (Laughter).

Mr. Lambert: Will these ships be broken up?  
Sir James Craig replied: That is a question of policy which I cannot answer.

LATER.  
In the allocation of ex-German warships the correct figures are: Britain's share should read six warships and 124 submarines. France gets two and 38, Japan three, the United States two warships, and Italy seven submarines. Britain (not Italy) will furthermore take the ships sunk at Scapa Flow as part of her share, namely, ten battleships, five battle-cruisers, five light cruisers, and 33 destroyers. The allocation of the remaining twelve light cruisers, 59 destroyers, and 50 torpedo-boats will depend on France's and Italy's selections from the surrenderable Austrian ships.

### HOUSING AT HOME.

#### PROPOSED GOVERNMENT BONDS.

LONDON, May 3.  
Mr. Bonar Law, addressing a meeting at the Guildhall for the purpose of introducing to the public a scheme of local bonds for housing, emphasised that the same strenuous effort and sacrifice was necessary after as during the war. If the nation did not make every effort to improve conditions it would be faced with a spirit of sullenness and even anger, which would be fatal to trade, industry and credit. He mentioned that 180,000 housing proposals had been finally approved and more than 200,000 tenders approved. There were 30,000 houses in course of construction, but progress was held up owing to the lack of financial support. He agreed on the necessity of the State supporting them, as local authorities were unable to bear the whole burden. He announced that the Government would give additional assistance in the poorer localities.

### INDEMNITY BILL.

#### FURTHER FILING OF INDIVIDUAL RIGHTS.

LONDON, May 3.  
After considerable criticism of domestic points, and promises by the Attorney General of concessions in committee, the Indemnity Bill passed its second reading by 210 votes to 28.

When moving the second reading of the bill for indemnification against consequences of acts done bona fide but ultra vires in connection with war duties, also for the validation of certain laws and military and other sentences, Sir E. Pollock said inter alia that it was desirable for the purpose of providing against possible acts in such places as German south-west Africa, New Guinea, Samoa, German East Africa, and Togoland, especially between the time of the actual surrender and the formal handing over of those territories to the mandataries. He pointed out that where new territory is either taken over or mandated by one of the dominions it is possible for such dominion itself to validate acts by persons subject to its jurisdiction. There might, however, be an indefinite period wherefor it was necessary to have the imperial parliament's sanction.

### CRICKET.

LONDON, May 4.  
Surrey beat Northants by 299. Hobbs made 114, the first century of the season.

### POLES AND BOLSHIEVICS.

WARSAW, May 3.  
An official message says Polish forces took possession of Fastov, the military station, and captured 25,000 prisoners, 120 guns, 418 machine-guns, and great quantities of material. The Soviet Commissary for foreign affairs proposed the opening of peace negotiations at Grodno or Dzialystok. The Poles everywhere are being friendly received, especially at Jitovir.

NEW YORK, May 3.  
The Associated Press man at Warsaw says the Poles have entered Kiev.

The reported fall of Kiev follows a remarkable series of successes by the combined forces of Poles and Ukrainians which have resulted in an absolute debacle for the Bolsheviki. It is understood that Pilsudski's forces entered Kiev on May 2. It is stated that the Bolsheviki are rushing up troops but that the blow had fallen when the Red armies were being converted into labour armies. It is likely profoundly to affect the situation on the southern front where Wrangel with the remnants of Denikin's forces is already moving. It is noteworthy that Pilsudski is Poland's Foch, a popular hero who has striven all his life for Polish independence. Interviewed two months ago he declared the Bolsheviki were bad soldiers, that the Pole was a far better man who had always beaten them; it was impossible for the Polish to be defeated.

### THE HUGE CANADIAN COMBINE.

LONDON, May 4.  
The Telegraph's Montreal correspondent says the combine of Canadian steel, coal, and shipping interests just consummated is the greatest economic development of the Empire's history. It has a capital of a hundred millions sterling and will be known as the Empire Steel Corporation. Its object is to associate Canada's iron and coal deposits with Britain's steel-making experience and financial resources. English interests are represented by Mr. Grant Morden M.P. The Canadian properties acquired include the Dominion Steel Corporation, the country's greatest industry, and the principal Canadian shipbuilding properties and steamship lines. Mr. Morden declares that the amalgamation will probably lead to other great Empire industrial partnerships, which he opines will consolidate the Empire and develop its resources to the fullest extent, putting the Empire as a whole in a position successfully to compete for trade in the world's markets. The Telegraph believes the Canadian Government approves the step on these grounds.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### AMERICAN MERCHANT MARINE.

WASHINGTON, May 2nd.  
The Commerce Committee of the Senate has ordered its substitute measure to the House of Representatives. Merchant Marine Bill to be favourably reported. The Senate's measure provides that all coastwise shipping and all shipping contracts engaged in foreign trade must be American-owned and American vessels must not hold foreign interests without the consent of the Shipping Board, unless commissioned for over two years and under 5,000 tons deadweight.

### GOVERNMENT SHIPS.

NEW YORK, May 2nd.  
The Bankers' Association at Pinchurst has passed a resolution endorsing the sale of Government-owned ships to American corporations and individuals, the price being payable in instalments.

### U.S. ATLANTIC FLEET.

NEW YORK, May 2nd.  
The United States Atlantic Fleet has arrived here from Cuba.

### DEFLATION OF CREDIT.

NEW YORK, May 2nd.  
Committees have been appointed to confer with the Federal Reserve Board regarding the deflation of credit and to study means of checking the depletion of the national gold reserve.

### AMERICAN INVASION.

LONDON, May 3rd.  
The American invasion of the British Isles has begun. Thousands landed on Saturday and passages being paid. Many prominent persons were obliged to travel second class.

### AMERICAN SEAPLANE'S FEAT.

NEW YORK, May 2nd.  
A navy type seaplane arrived from Miami, Florida, in 15 hours 30 minutes with one halt at Newhead City, North Carolina, for refuelling. It is equipped with a 400 h.p. "Liberty" engine. It encountered a heavy rainstorm on its way from Virginia but its progress was unimpeded.

### BOLSHEVICK SCARE IN AMERICA.

NEW YORK, May 3rd.  
In New York, May Day passed without any serious disorder anywhere, despite the disclosures of widespread Red plots with plans of various kind of violence. The New York Police have not reported a single Radical outbreak. Federal agents and private detectives guarded the public buildings and homes of officials and millionaires.

### THE MEXICAN FERMENT.

NEW YORK, May 2nd.  
A message from Aguaprieta says that Chihuahua City is completely in the hands of revolutionists who control the whole of the North West of Chihuahua State, except Juarez and Casasgrande.

### MANITOBA BONDS.

WINNIPEG, May 2nd.  
Messrs. Morgan have taken up the Manitoba Provincial 8 per cent. Bonds to cover the expenditure sanctioned by the Legislature last session.

### FRENCH SCIENTIFIC MISSION TO CHINA.

LONDON, May 3rd.  
The following are the members of the French Scientific and Technical Mission leaving Havre for China, on May 11th, via San Francisco, at the invitation of the President of the Chinese Republic:—

M. Paul Painleve (the Chief of the Mission), M. Borel, Director of the Scientific Section of the Higher Training School of Paris, M. Germain Martin, Professor of Law in Paris, M. Abel Bonnard, the distinguished poet and novelist, M. Nadaud, Chief Engineer of Mines, State Railways, and Hainbouk, the Chinese Government Delegate.

Interviewed by the *Excelsior*, M. Painleve said that Frenchmen regarded China as a charming dreamland. They profoundly misunderstood Chinese intelligence which was active, penetrating and possessed assimilative faculty equal, if not superior, to the Japanese genius. More thoughtful, more peaceful than the Japanese, the Chinese had a marked tendency towards the most generous and most disinterested idealism. He would do his best to make China better known to the French.

### FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS."]

### STUDENTS' NEW GOSPEL.

PEKING, May 3.  
Some Chinese students were arrested on Saturday distributing pamphlets calling on Labour comrades to celebrate May Day and declaring that those who do not work shall not eat, such as officials, politicians, priests, monks, missionaries and immoral persons. The students intend demonstrating on Tuesday and holding a celebration on May 4, the day on which the traitors were driven out. The authorities, however, intend preventing the demonstrations.

### ADMIRAL DUFF LEAVES.

PEKING, May 3.  
Admiral Duff left today.

## BUSINESS NOTICES

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THE Undersigned have received instructions from Messrs. THORESEN & Co., to sell by Public Auction on

TUESDAY, the 18th May, 1920, at 3 p.m.

at his Sales Rooms, Duddell Street, The Steamer "DAGMAR," as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances, etc.

1157 tons gross Reg. 921 tons net Reg.

1800 tons deadweight capacity on 17 feet mean draft. Speed 10 knots.

This Steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co., Ltd., Bangkok. The Steamer to be at purchaser's risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to LAMMERT BROS., Auctioneer, or Messrs. THORESEN & Co., Hongkong.

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Apply LAMMERT BROS., Auctioneers.

## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

THE Steamship "SEIYO MARU," From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named steamer having arrived, consignees of cargo are hereby notified to send in their Bill of Lading for counter-signature and to take immediate delivery from alongside.

Cargo remaining undelivered on Sunday, 2nd May, 1920, at 5 p.m. will be landed at consignees' risk and expenses, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all cargo remaining undelivered on Monday, 10th May, 1920, at 11 a.m. No fire insurance whatever will be effected.

No claim will be recognised after the goods have left the Steamer or Godown. All claims and damaged cargo will be landed into the Company's Godown, where they will be examined on Monday, 10th May, 1920, at 11 a.m.

No claim will be recognised if filed after six weeks after landing of cargo.

Y. TSUTSUMI, Manager.

Hongkong May 3, 1920.

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

From NEW YORK.

## THE Steamship

"KAZEMBE."

having arrived. Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or extra-hazardous Godowns of Hui's Wharf, Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 5th May, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before May 12, 1920, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and noon, within the free storage period.

No fire insurance will be effected.

THE BANK LINE, LIMITED. General Agents.

Hongkong, April 29, 1920.

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## HOW TO AVOID INFANTILE ATTEMPTS.

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NEW EUROPE

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THE NEW FRENCH REMEDY.

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THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

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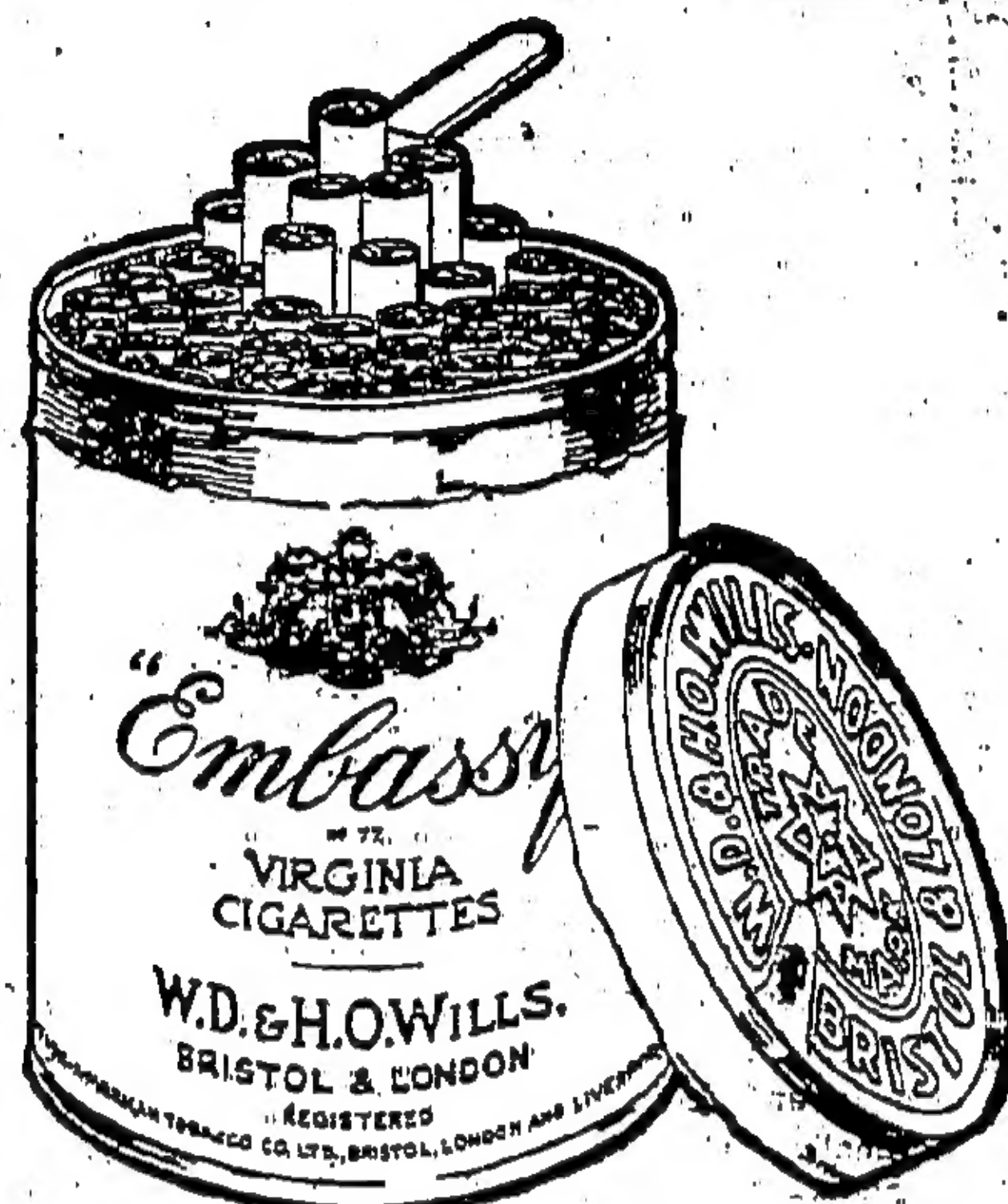
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## FUTURE OF THE NAVY.

## INFLUENCE OF AIR POWER.

In the First Lord of the Admiralty's statement on the Navy Estimates, occurs an interesting comment on the future of the battleship.

There has been some criticism of the maintenance of vessels, especially in regard to the capital ship. A contrary policy has been openly advocated, this policy being based, it is presumed, on the idea that the battleship is dead and that submarine and air vessels are the types of the future. The Naval Staff has examined this question with extreme care, and as a result we profoundly dissent from these views.

In our opinion the capital ship remains the unit on which sea power is built up.

So far from the late war having shown that the capital ship is doomed, it has, on the contrary, proved the necessity for the type. On the German side the whole of the submarine campaign against merchant vessels was built up on the power of the High Sea Fleet. On the British side the enemy submarines in no way interfered with the movements of capital ships in carrying out operations; destroyer screens, new methods of attack, and altered tactical movements defeated the submarine.

Nor at present could the Board of Admiralty subscribe to the statement that aircraft have doomed the capital ship. Aircraft are certainly of the highest importance in naval tactics, as regards reconnaissance, torpedo attacks, and artillery observation, but their role in present circumstances is that of an auxiliary and not of a substitute for the capital ship. The past history of this question must be taken into account; many times has the doom of the battleship been pronounced. History has shown that the introduction of a type to destroy the capital ship has been quickly followed by the evolution of counter-measures which sustain its power.

We therefore believe that the battleship must remain the principal unit, and that Fleet tactics and tactical training must be carried out with the battle squadron as the main unit. Nevertheless, it must be emphasised that, although the battleship remains, its type may require to be altered. Advances in electricity, in the internal combustion engine, and in science generally will inevitably necessitate an eventual change of type, and it is one of the principal functions of the Naval Staff to keep continuous watch on scientific development with the object

of ensuring that the type of capital ship designed meets the requirement of the future. It is even possible that the present battleship will change to one of a semi-submersible type or even of a flying type, but such types are visions of the far future, not practical propositions of the moment. By gradual evolution and development the type forecasted may arrive, but the immediate abandonment of the capital ship in favour of a visionary scheme of aircraft and submarines would leave the British nation destitute of sea-power and without the means of progressive training.

## A NAVAL AIR WING.

In a subsequent passage in the Admiralty statement something is said of the future relations of the Admiralty and the Air Ministry, and it is revealed that, in conjunction with the Ministry, it is proposed to create a Naval Air Wing.

We recognise fully that future naval policy is profoundly affected by possible developments in the air. All classes of aircraft employed as adjuncts to naval warfare have already shown the great effect they exercise in naval tactics and reconnaissance, and in combined operations. But while giving the utmost consideration to the experience already gained, it is vital to this Empire that it should not be carried away by hasty proposals into the belief that air power is already a substitute for sea power.

Arrangements have been made with the Air Ministry for close co-operation between the Admiralty Staff and the Air Staff, and for ensuring that the two staffs are conversant with each other's problems and requirements.

To remove all misconception it should be stated with emphasis that in no way contemplate a return to a separate Naval Air Service. At the same time it is an essential accompaniment of the establishment of a separate Air Ministry that the functions of the two departments should be clearly defined, and more especially is this the case with regard to the responsibilities for the conduct of operations. The Admiralty have represented to the Air Council that, in their opinion, (a) the operations of all aircraft flown from his Majesty's ships, and vessels with whatever object in view, that is to say, not only reconnaissance and artillery observation machines, but also machines which are carrying out operations in the air for offensive and defensive purposes; and (b) all operations carried out by aircraft not flown from ships, but which are being carried out in connection with the command of the sea, that is to say, operations for overseas reconnaissance and for the attack of enemy ships and vessels—should be under naval control.

We are working out the scheme outlined in the memorandum by the Chief of the Air Staff, and are in correspondence with the Air Ministry

## SIX BRITISH SLOOPS FOR PORTUGAL.

## "HERBACEOUS BORDER" PURCHASE.

It is understood that the Portuguese Government have acquired, on exceptionally favourable terms, six of the British naval sloops at present lying at Devonport Dockyard. These vessels are the "Acacia," "Anemone," "Cyclamen," "Gladstone," "Jessamine," and "Jonquil." Crews are expected to arrive in England to man the vessels for their steam trials and to take them to Lisbon.

The six sloops belong to a class of vessel of which 120 were built for mine-sweeping and general service during the war. Being all named after flowers they were humorously termed the "herbaceous border." The "Acacia" was delivered to the Admiralty on May 22, 1915, and the others in the months following, up to April 11, 1916, when the "Cyclamen" was completed. The "Acacia," "Anemone," and "Jessamine" were built by Messrs. Swan, Hunter and Wigham Richardson; the "Gladstone" and "Jonquil" by Messrs. Connell; and the "Cyclamen" by Messrs. Lobnitz. These vessels had a high reputation as seagoing craft. They proved invaluable for convoy purposes, although their speed of about 17 knots was not fast enough to enable them to catch many submarines. Their displacement is 1,210 tons; length, 250ft.; and draught 11ft.; while for propulsion they have reciprocating engines of 2,500 h.p. The radius of action varies from 3,700 nautical miles at 10 knots to 2,000 at full speed.

with a view to putting it into effect. So far as can be foreseen, naval requirements will be met by the proposal ultimately to form a naval wing under the Air Ministry, with a personnel specially trained for naval work.

To assist in the development of this naval wing it is proposed to second officers volunteering for air work to the Air Service for training and for subsequent service in the naval wing. Such officers as are specially fitted for work in the higher ranks of the Air Service will, by arrangement with the Air Ministry, be permitted to continue in the Air Force, but the majority of officers after their term of service in the Air Force will return to the Naval Service and continue their naval duties. Thus in the course of a few years there will be a body of Naval Officers who will have had experience in the Air Service, who will be equipped with knowledge regarding air matters, and who will be able to keep the Navy as a whole fully up-to-date in regard to air strategy and air tactics in relation to sea power.

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Chocolates, 10¢ per lb.

Chocolates, 10¢ per lb.

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## BOSTON CANDY STORE

OPPOSITE THE ROYAL THEATRE.

Candies, Ice, Soda, GAIL BETWEEN ACTS, and Cigarettes.

TELEPHONE ORDERS FILLED.

## TANG YUK, DENTIST.

Successor to the late SIK TING, 14, AUGUST STREET.

TERMS VERY MODERATE.

Consultation free.

## FRENCH LESSONS

G. MOURMION.

15, MORTIMER STREET.





**Hupkes & Hough**  
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

**PROPRIETORS**  
"To-Kwa-Wan" Coal Storage.

Codes used  
Bentley's  
A. B. C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"MEXTRON" HONGKONG.

### PUBLIC AUCTIONS

THE Undersigned have received in  
structions to sell by Public Auction  
(for account of the concerned),  
on

#### FRIDAY,

May 7, 1920, at 10.30 a.m.,  
at their Sales Rooms, No. 8  
Des Voeux Road, Corner of  
Ice House Street.

**SUNDAY**  
HOUSEHOLD FURNITURE,  
etc., etc.  
(Removed to Sales Rooms for  
convenience of sale).  
Also  
A quantity of Paint.

Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, May 3, 1920.

**MEE CHEUNG**  
HIGH CLASS PHOTOGRAPHER.  
Ice House Street. Tel. 1013.

Portrait taken in any  
style desired.

Photographic Supplies of  
Every description.

**TAIYO & CO.**  
(JAPANESE)  
BOOTS AND SHOES  
MADE TO ORDER.  
No. 24, Wyndham St.



**MUMEYA**  
Japanese Photographers.  
All kinds of Photographic Work done  
in latest styles also Passport Photos.  
Developing and Printing for  
Amateurs a Specialty.

No. 24, Queen's Road Central.  
Tel. 254.

### ASAHI BEER



Sole Agents:  
**DAI NIPPON BREWERY CO.**

### INTIMATIONS.

#### NOTICE.

ANY Person having Claims against  
the Estate of the late Lieut. F. M.  
WALTS, Northants Regiment, attached  
O.L.C. should send them in as soon as  
possible, to:—  
Major H. G. BAGNALL, R.C.A.,  
R. A. Mess, Kowloon.  
April 29, 1920.

#### REPULSE BAY HOTEL.

WEDNESDAY, May 5th.  
TEA DANCING from 4 to 7 P.M.  
DINNER DANCE from 8 P.M.

SATURDAY, May 8th.  
TEA DANCING from 4 to 7 P.M.  
DINNER DANCE from 8 P.M.

SUNDAY, May 9th.  
ORCHESTRAL CONCERTS during  
Tea and Afternoon.

STAMPS of Hongkong, China, etc.,  
in fine condition and reasonable  
prices; will send on approval.  
"Stamp Topics," a small monthly  
stamp paper, copy postfree on request.  
THEODORE SIDDALL, Shanghai.

#### THE ROYAL HONGKONG GOLF CLUB.

THE Adjourned General Meeting of  
Members will be held in the  
Chamber of Commerce room, City Hall,  
on MONDAY, 10th May, at 5.15 p.m.

By Order of the Committee,  
L. S. GREENHILL,  
Hon. Secretary.  
Hongkong, May 4, 1920.

#### UNION INSURANCE SOCIETY OF CANTON, LIMITED.

#### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that  
the 47th ORDINARY YEARLY  
MEETING of the Society will be held  
at its Head Office, Nos. 3 and 4  
Queen's Buildings, Hongkong, on  
FRIDAY, 21st May, 1920, at Noon,  
for the purpose of receiving the  
Report of the Directors together with  
the Statements of Account to 31st  
December, 1919, and of declaring  
Dividends, etc.

The TRANSFER BOOKS of the  
Society will be CLOSED from 8th  
May to 21st May, both days inclu-  
sive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 4, 1920.

#### THE CHINA FIRE INSURANCE COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that  
the 51st ORDINARY YEARLY  
MEETING of the Company will be  
held at its Head Office, Nos. 3 and 4  
Queen's Buildings, on FRIDAY, 21st  
MAY, 1920, at 12.30 p.m., for the  
purpose of receiving the Report of  
the Directors together with the State-  
ments of Account to 31st December  
1919, and of declaring Dividends,  
etc.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
8th May to 21st May, both days  
inclusive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 4, 1920.

#### BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that  
the 54th ORDINARY YEARLY  
MEETING of the Company will be  
held at its Head Office, Nos. 3 and 4,  
Queen's Buildings, Hongkong, on  
FRIDAY, 21st MAY, 1920, at 12.45  
p.m., for the purpose of receiving the  
Report of the Directors together with  
the Statements of Account to 31st  
December, 1919, and of declaring  
Dividends, etc.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
8th May to 21st May, both days  
inclusive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager.  
Hongkong, May 4, 1920.

#### THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that  
the THIRTY-FIRST ORDINARY  
GENERAL MEETING will be held at  
the Company's Office, St. George's  
Buildings, on SATURDAY, 22nd May,  
1920, at 11.30 a.m. for the purpose  
of presenting the Report of the Directors  
together with a Statement of Account  
to 28th February, 1920, and electing  
Directors and Auditors. The TRANS-  
FER BOOKS of the Company will be  
CLOSED from the 15th to the 22nd  
May, 1920, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, May 4, 1920.

### WANT ADVERTISEMENTS

25 WORDS 2 INSERTIONS, \$1. PREPAID.  
Each additional word 4 Cents for 3 insertions.

#### WANTED.

WANTED.—To Purchase a setter  
or Pointer PUP (dog) apply  
1183 c/o "China Mail."

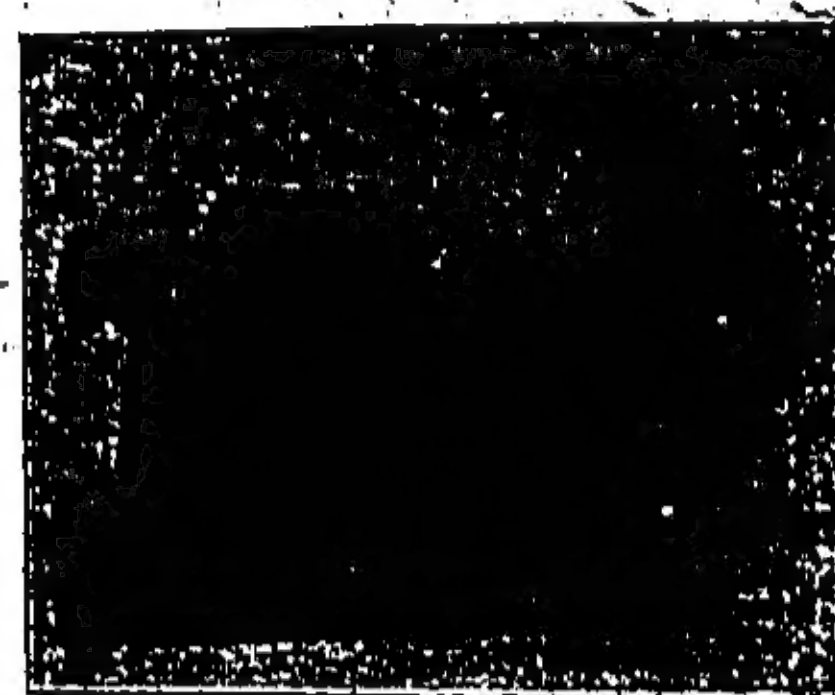
WANTED.—A stenographer typist  
for engineering firm. Good  
prospects. State previous experience  
and salary required.—Box 1190.  
c/o "China Mail."

#### TO LET.

TO LET.—A SHOP in Nathan Road,  
Kowloon.  
Apply to Humphreys Estate & Finance  
Co., Ltd., Alexandra Buildings.

#### MOTOR CAR FOR SALE.

One new Willys-Knight 7 seater,  
just arrived, very smart, with nice cover,  
extra wire wheels, spot light and all  
accessories complete. Owner leaving  
the Colony is prepared to sell at cost  
price \$3,850.  
Apply to "WILLYS-KNIGHT"  
c/o "China Mail."



Centrifugal Pumps to suit  
all purposes

### UNION ENGINEERING CO., LTD.

York Buildings, Chater Road.

### BATHING COSTUME

LADIES &

GENT

High

At

Quality

Moderate

Goods

Prices.

### THE WING ON CO., LTD.

HONGKONG EMPORIUM.

Phones 196 & 198.

Phones 196 & 198.

1814 ESTABLISHED 1914  
100 YEARS.

## JOHN HADDON

AND CO.

### Export and Import Agents

For ONE HUNDRED YEARS in  
the CITY OF LONDON we have  
acted as Buying and Selling  
Agents for Traders, Storekeepers,  
Growers of Colonial Produce.  
Are you requiring the services  
of London Agents to promote  
your interests? We shall be  
pleased to enter into correspond-  
ence with a view to arranging  
terms to mutual advantage.

BANK CREDITS ARRANGED.  
CASH ADVANCED AGAINST SHIPMENTS.

## JOHN HADDON

AND CO.

Colonial Merchants  
and Produce Agents.

SALISBURY SQUARE, LONDON, E.C.

### SCRAPPING A FILM.

A cinematograph adaptation of  
Tom Gallon's novel, "The Lackey  
and the Lady," and an announce-  
ment made regarding it at a "trade"  
show on March 6 last year, were  
the subjects of an action for damages  
for slander brought by Mr. Thomas  
Bentley, film producer, against Mr.  
Boam, film renter, before the Lord  
Chief Justice and a special jury in  
the King's Bench Division. Mr. Boam,  
managing director of Phillips Film  
Company, Ltd., did not admit that  
he spoke the words, but added that  
if he did he spoke them on a  
privileged occasion. In another plea  
he said the words were true.

"RUN TO MR. BENTLEY."  
Mr. Douglas Hogg, K.C., who  
appeared for the plaintiff, said that  
after being delayed by a snowstorm  
early last year the film called "The  
Lackey and the Lady" was ready for  
production. At a dinner to employees  
and trade representatives just before  
the "trade" show of the film Mr. Boam  
announced that they would be  
hearing something in the next few  
days that would surprise them, and  
would give the trade Press something  
to write about.

On March 6 the trade show was  
to be given. The band began to  
play and the people assembled.  
When the time came for the film to  
be exhibited Mr. Boam mounted the  
platform and announced that "The  
Lackey and the Lady" would not be  
shown, and that another film  
would be given in its place. The  
sole reason, he said, for the  
statement that "The Lackey and  
the Lady" would not be shown was  
that it was not considered good  
enough to place before the audience.  
In making that statement, he added  
that no reflection was thrown on the  
British Actors' Film Company (with  
which Mr. Bentley was connected).  
He further said that they had agreed  
to scrap it, although between £3,000  
and £4,000 had been spent on the  
production.

This statement meant ruin to Mr.  
Bentley, who was on the point of  
entering into an agreement with the  
London Film Company. That was  
broken off the next day, and from  
that day to November last he was  
not able to produce a single play.  
For the time being Mr. Boam's  
announcement killed Mr. Bentley's  
reputation.

The plaintiff gave evidence, and  
was cross-examined by Mr. Patrick  
Hastings, K.C.

Do you think that Mr. Boam and  
his colleagues ever had a conspiracy  
to do you an injury?—I don't like  
that word.

Do you?—I think Mr. Boam dis-  
liked me very much, and that the  
others were entirely led by him.

THE MILLIONAIRE'S SHIRT.  
Mr. Hastings, alluding to a photo-  
graph of one of the scenes in the  
film, said that nowadays the public  
did not expect a millionaire to hang  
his shirt over the end of the bed.  
(Laughter.)

Plaintiff—I put the shirt over the  
end of the bed myself. This man is  
one of the masses, and the shirt was  
put there purposely as a character  
touch.

Mr. Hastings—Oh! I thought it  
was to hide the bed. (Laughter.)  
Now we come to the daughter's room.  
When Edith gets out of the bed and  
trips to the window to see what is  
going on, is it not apparent that she  
has not washed her feet? (Laughter.)  
—That is impossible! I examine  
every artist most closely. (Laughter.)  
You didn't really go and ask the  
leading lady if she had washed her  
feet?—No, but I see that her feet  
are properly made up.

Miss Nellie Tom Gallon, sister and  
sole executrix of the late Tom  
Gallon, said that she had been  
publicity manager and buyer of  
stories for the London Film Com-  
pany, Ltd. She described the film  
"The Lackey and the Lady" as a  
good, wholesome domestic drama.  
(Continued on Page 6)

### CLEVELAND MOTORCYCLE

THE MOTOR CYCLE  
WITH THE WORM  
DRIVE.



WE WANT TO SHOW  
YOU THIS REMARKABLE  
MACHINE

ALEX. ROSS & CO.

25, Des Voeux Road Central.

Tel. 37.

GARAGE, KOWLOON.

Tel. 4417.

### NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

FIRE, MARINE, LIFE and MOTOR ACCIDENT.  
For Rates and Particulars apply to the General Agents  
UNION TRADING CO., Prince's Building.

## THE HOTEL ASIA

WEST BUND, CANTON.

The highest building in Canton affording a  
panoramic bird's eye view of the whole  
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.  
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard  
room, Roof Garden, Cinematograph Theatre and every modern  
convenience provided.

Special monthly and family rates can be  
arranged on application to

THE SUN CO., LTD.,

Proprietors.

LONG HING & CO., PHOTO SUPPLIES.  
Kodaks and Kodak Films, etc., etc.  
DEVELOPING & PRINTING A SPECIALITY.  
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

### WE CAN SUPPLY YOU WITH

|                       |                   |
|-----------------------|-------------------|
| Reinforcing Bars,     | Wire Glass,       |
| Expanded Metal,       | Ribbed Glass,     |
| Steel Sashes,         | Window Glass,     |
| Metal Ceilings,       | Roofing Material, |
| Waterproofing Paints. |                   |

HOGG, KARANJIA & CO., LTD.,

No. 12, Chater Road,  
Hongkong.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.  
Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

|   |  |   |
|---|--|---|
| 1 STRAND<br>1" to 15"<br>CIRCUMFERENCE. | CABLE LAD<br>5" to 15"<br>CIRCUMFERENCE. | 4 STRAND<br>3" to 10"<br>CIRCUMFERENCE. |
|---|--|---|

Off Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to  
**Shewan, Tomes & Co. General Managers**

## THE BON TON.

LADIES' TAILORS AND OUTFITTERS.

CHINESE PONGEE, CREPE AND OTHER  
SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms . . . 37, Queen's Road Central  
Tailoring Department . . . . . 1, 3, & 5, Chin Lung Street.

PHONE 928.

CABLE "BONTON."

These Cigarettes are made of selected Mild  
leaf tobacco and quite harmless to those  
who are accustomed to inhale.

## NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, Hongkong.



六 廣 香 煙 什 貨 凡 天 華 商  
十 中 國 行 號 諸 君 人 衆  
五 四 德 行 號 諸 君 人 衆  
號 百 所 經 賣 諸 君 人 衆



quickly disappears when Chamberlain's Tablets are taken. These tablets start then the digestion and move the bowels. For sale by all Chemists and Druggists.



## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

## AMERICANS IMPRISON LARKIN.

NEW YORK, May 3.  
Jim Larkin, the leader of the great strike riots in Dublin in 1913, has been convicted here of criminal anarchy and condemned to an indeterminate sentence of five to ten years with hard labour.

## PRINCE IN KIWILAND.

WANGANUI, May 3.  
The Prince of Wales replied to addresses presented at various centres as he was returning southward along the west coast. Speaking at Hawera, the scene of past historic fighting between the Pakeha (which strangers) and the Maoris, the Prince said that nothing pleased him more in New Zealand than the evidence he found everywhere that the Pakeha and Maoris were now one people in devotion to the dominion, the empire, and the King. There was much enthusiasm at Wanganui, where H.R.H. inspected a large body of returned soldiers, nurses, and cadets. He subsequently visited the collegiate school, where 300 boys vociferously welcomed him.

## FRENCH STRIKES.

PARIS, May 3.  
While the railway services continue practically normal, owing to the help of loyalists and volunteers, the strike of seamen and dockers appears to be meeting some success. For example it is reported that all the vessels at Marseilles were abandoned by the crews. Over two thousand passengers are stranded, and thousands of tons of merchandise are deteriorating. The government has taken measures to maintain the shipping services required for indispensable imports. It is thought the miners are unlikely to join the strike as their demand for pensions for slate-quarriers similar to those of the miners was granted.

## CHINESE SUPERSTITION.

## ALLEGED VIOLENT OBSERVANCE.

## INTERESTING COURT ACTION.

Chinese superstition in a somewhat violent form was alleged to have been responsible for an action heard by Mr. Justice Wood, the Puisne Judge, in the Summary Court this morning, when H. W. Ray, proprietor of the Coronet Theatre, sued the Bon Ton, who were represented by Mr. E. Davidson, for \$100, claimed for damage to property.

Mr. J. H. Gardiner, who appeared for the plaintiff, explained that his client, as his Lordship possibly knew, was the proprietor of the Coronet Theatre in Wyndham Street. In March or February plaintiff arranged with the superior landlord, the Yee Sang Fat firm, from whom he held a lease for the theatre building, to take the theatre basement which was at that time occupied by the Bon Ton, which was removing to new premises in Queen's Road. A lease was signed and plaintiff entered into possession on March 1, when he found the premises still occupied by employees of the Bon Ton. Plaintiff gave them notice to quit, but after consultation with representatives of Yee Sang Fat and the Bon Ton allowed the Bon Ton employees to continue to use the premises until they had an opportunity to remove to the new premises. When plaintiff took over the premises they were in good condition, but on March 19, after the Bon Ton employees had left, plaintiff discovered that the whole Chinese brick kitchen had been demolished. Failure to arrive at a settlement with the Bon Ton led to the issue of a writ and the present proceedings.

In answer to his Lordship, Mr. Gardiner said that his client had intended to use the kitchen for his employees and had had to pay contractors an estimated price of \$32. The sum of \$100 was named because in these cases his Lordship might use his own discretion and allow for malicious damage.

His Lordship: You would be satisfied with \$50?

Mr. Gardiner: Yes.

His Lordship: Has plaintiff paid the rent for the whole of March?

Mr. Gardiner: Yes.

His Lordship: And has he received rent from the Bon Ton?

Mr. Gardiner: No. It was a gratuitous act. We got nothing from the Bon Ton and we have been charged the full rent by Yee Sang Fat.

His Lordship: Was Yee Sang Fat a consenting party to this removal?

Mr. Gardiner: No, naturally, because it was spoiling his property. We are responsible to Yee Sang Fat for whatever damage has been done, and we will have to restore the premises, either now or at the end of our term.

In the course of his evidence plaintiff said that there was a particular Chinese superstition with regard to the smashing of a stove. This particular stove looked as if it had been smashed with a pick-axe.

Mr. Davidson: I think I must object to this.

Mr. Gardiner: It is rather material to our case as plaintiff's employees will not go down there now.

His Lordship: But you are not claiming damages on that ground?

Mr. Gardiner: Still, aggravating damages.

Mr. Davidson: We think the whole kitchen could be built for \$100. But I don't think your Lordship need decide that it is a question of liability that is at stake.

Cross-examining the plaintiff, Mr.

Davidson said: I think I will give you an opportunity of telling us about the superstition. What was it?

Witness: If tenants are leaving premises and they wish to make trouble for the people coming after them, they break a small portion of the stove. This was usually done by breaking a small piece off. At present none of my people will go down there except two at a time and I have had to put in extra lights.

Mr. Davidson: Then your suggestion is that their object was to do you an ill turn?

Witness: Because they had lost the premises.

Mr. Davidson: Your suggestion is that although you treated them with great generosity, out of pure malice they smashed the stove?

Witness: Yes.

Mr. Davidson: You know the Bon Ton have a very big business conducted on European lines, but you think they were actuated by petty malice?

Witness: They not only damaged the kitchen but also did damage elsewhere for which they have already paid.

Mr. Davidson: That does not seem to support your case very well.

His Lordship: They have paid for the other damage.

## MORE WU TING FANG FUNDS.

## A CANTON CASE.

The Sincere Company at Canton has refused to honour the summons of the Kwangchow District Court in Canton for the appearance of Wong Kwok Shun, one of the directors of the company, to answer why an injunction should not be issued to restrain the company from paying the \$300,000 due to Dr. Wu Ting-fang, Minister of Finance of the Military Government, who is now no longer acting. The company asserts, however, that Mr. Wong is not a resident of Canton and is not connected with the Canton concern but the Hongkong. However, Mr. Wong asserts that he has contracted the loan from Dr. Wu on security given and that he is not expected to redeem his note until it is due according to regular law governing contracts. The Sincere Company retained lawyers to look after its interest, at the same time informing Dr. Wu of the action being taken by the Military Government. The Government seems to believe that, in case of the non-appearance of Mr. Wong, the Court may render decision in default.—Canton Times.

## SUCCESSFUL REHEARING.

Mr. T. Rowan appeared before Mr. N. L. Smith at the Magistracy this morning and applied for the rehearing of the case in which a Chinese, originally convicted for attempting to export \$45 worth of Hongkong subsidiary coins and ordered to forfeit the money, was re-arrested immediately after he had left the Court, because the money was found to be "dead," and sentenced to three months' hard labour. Counsel said his application was made on the ground that there was nothing to prove that the defendant knew the money was counterfeit. The defendant received the money from a junk master (in payment of a debt) in rolls of \$5. He pocketed the rolls without examining their contents. After some argument, Mr. Smith admitted there was a doubt in the case and discharged the man.

## A HOMILY.

The latest propaganda to be embarked on is in the direction of making British ideals more widely known and popular throughout foreign countries. The bare announcement might perhaps raise a query with the average Britisher who is convinced of the popularity of British ideals, particularly those of justice and fair-play for all. The only thing he is liable to overlook is that they are not as widely known as they should be. The plea that we are a reserved nation and "don't like to talk of what we do" should be dropped. In a foreign country, or even in a Crown Colony, the man from the Motherland should make it his duty to tell those around him what Great Britain has done. This is no time for hiding a light under a bushel much as we might like to do it. Put this selfish of reserve into the street, and if we have anything to say let's say it right out. It is a special duty that devolves on those who reside in a foreign country. They are the people "who show the flag." It is by their actions that the whole of the race is judged. The analysis may not be based on fair principles but the fact remains. This is more particularly so in Oriental countries. It is by those who are here that the people at home are judged. With the qualities that we display, be they bad or good, the word British is associated. It is a thought worthy of more than passing consideration. Think for a moment that here in Hongkong a people, subjects of the Empire, but with different ideas and customs, are forming their opinions. They look to you for their guide. It is you that will form the main feature of any propaganda. Millions of books and pamphlets may be sent to China telling of the British ideals, of our cherished possessions of democracy, but they will be useless unless the Chinese are convinced that they are displayed in the people who are in their country. Here it is the man, with his individual traits, or the British community with its collective character, that is going to make the greatest impression. Every little action is going to leave its mark either in favour or against the British. Just run your mind back and see if all your actions have conducted to forwarding the popularity of Britain's try to create the impression you have created. It may give you food for thought for more than one day.

Over four thousand students demonstrated in Canton yesterday in celebration of the anniversary of the birth of the student movement against militarism.

According to the Canton Times the province of Kwangtung is indebted to the Japanese Taiwan Bank, the Kwangtung Industrial Bank, the Canton Branch of the Bank of China, and some native banks a total amount of about \$12,500,000. The deficit for 1919 amount to some \$16,950,000. For the payment of interest on debts alone, more than \$1,200,000 are needed for the year.

## SHANGHAI RACES.

## SECOND DAY.

The second day's results of the Shanghai Races follow:

THE CHU-KA-ZA CUP.

Messrs. Winsome and Hasty's The Hawk ..... (Mr. Hill) 1

Mr. Robson's The Dancing Bird ..... (Mr. Brand) 2

Messrs. Beith and Ross' Jack Scott ..... (Mr. Heard) 3

Time: 1min. 27 1/5secs. This constitutes a record for the three-quarters of a mile.

THE RACE CLUB CUP.

Messrs. Winsome and Hasty's The Heron ..... (Mr. Hill) 1

Mr. Robson's Sea Bird ..... (Mr. Brand) 2

Messrs. Sky and Hickling's Mazurka ..... (Mr. Heard) 3

Time: 4mins. 18 4/5secs.

THE SHANGHAI DERBY.

Messrs. Potts & Hayim's Comedy King ..... (Mr. Crockam) 1

Mr. W. McBain's Langara ..... (Mr. Vidal) 2

Messrs. Winsome and Hasty's The Merlin ..... (Mr. Hill) 3

Time: 3mins. 7 3/5secs.

THE MONGOLIAN PLATE.

Mr. Teddie's Toe Emma ..... (Mr. Hill) 1

Mr. Grayland's Junny Jock ..... (Mr. Grayrigg) 2

Mr. Chapno's Gallop in ..... (Mr. Hill) 3

Time: 1min. 30 4/5secs.

THE SICCAWEI CUP.

Messrs. Potts and Hayim's Woodland King (late Castlewood) ..... (Mr. Hill) 1

Messrs. Toeg and Gubbay's Triumph ..... (Mr. Knoll) 2

Mr. Liddell's Gladiator ..... (Mr. Heard) 3

Time: 2mins. 34 4/5secs.

THE GRAND STAND STAKES.

Capt. Bahnsen's Goldberg ..... (Mr. Crockam) 1

Mr. Huishen's Cape Horn ..... (Mr. Huishen) 2

Mr. W. S. Jackson's Mr. Jiggs ..... (Mr. Hind) 3

Time: 2mins. 39 3/5secs.

THE SHANGHAI STAKES.

Messrs. Stephen and Burkill's Byland ..... (Mr. Brand) 1

John Peel's Silver Streak ..... (Mr. Johnstone) 2

Mr. W. McBain's The Flyer ..... (Mr. Vidal) 3

Time: 3mins. 9 3/5secs.

THE SPRING CUP.

Mr. Campox's Old Bill ..... (Mr. Dalgarino) 1

Mr. Henry Morris' Setfield ..... (Mr. Steward) 2

Sir Elliot Kadpole's Hongkong Chief ..... (Mr. Bremner) 3

Time: 2mins. 38 2/5secs.

THE SCURRY STAKES.

Mr. Fash's Redskin ..... (Mr. Dalgleish) 1

Messrs. Toeg & Gubbay's Churchill ..... (Mr. Knoll) 2

Mr. Robson's The Dandy Bird ..... (Mr. Brand) 3

Time: 1min. 47 1/5secs.

THE TIENTSIN PLATE.

Mr. Richmond's Gull Sand ..... (Mr. Vidal) 1

Messrs. Potts & Hayim's Fighting King ..... (Mr. Hill) 2

Messrs. Toeg & Gubbay's Triumph ..... (Mr. Knoll) 3

Time: 2mins. 02 2/5secs.

THE PERKING STAKES.

Messrs. Midday & Co.'s Berlin ..... (Mr. Crockam) 1

Mr. B. D. F. Beith & St. Andrew's Aboukir ..... (Mr. Heard) 2

Mr. Nugget's Father John ..... (Mr. Vidal) 3

Time: 2mins. 41 4/5secs.

## LATEST SHIPPING NEWS.

## ARRIVALS.

The s.s. "Erivan" (Capt. L. Glasser), 1,511 tons, arrived yesterday at 7.20 p.m. from Haiphong.

The s.s. "Bendoran" (Cap. D. T. Calley), 3,442 tons, arrived yesterday at 5.30 p.m. from Singapore with about 1,500 tons of general cargo.

## DEPARTURES.

The s.s. "Phoenipenh" (Captain Hamilton) sailed for Saigon at noon to-day with 800 tons of general cargo.

The s.s. "Haitan" (Capt. Robinson) sailed for Singapore at 5 a.m. to-day with 1,000 tons of general cargo.

The s.s. "Takada" (Captain F. E. Harvey) sailed for Kobe via Shanghai at 7 a.m. to-day with 4,700 tons of general cargo.

## TO-DAY'S ADVERTISEMENT.

ESTATE OF DENNIS KEBIR MOSS DECEASED.

ALL persons having Claims against or owing money to the above Estate are requested to notify the undersigned.

For and on behalf of the Executor,  
E. A. M. WILLIAMS,  
Of Leve, Dingham & Matthews.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

THE ORIENTAL COTTON TRADING COMPANY, LIMITED.  
(THE TOYO MARKA KAISHA, LTD.)

NOTICE IS HEREBY GIVEN that the above named Company has been incorporated in Japan under Japanese Law with a Capital of ¥25,000,000 for the purpose of carrying on the business in Cotton, Cotton yarn, Cotton piece goods and other similar goods which has hitherto been carried on by the undersigned and that as from the 18th April, 1920, all the rights and liabilities of the undersigned in connection with the said business and the benefit and burden of all contracts and engagements now subsisting in connection therewith have been taken over by the above named Company. The undersigned are the duly authorised agents of the said Company to carry on business of the said Company in the Colony of Hongkong and its dependencies as from the said date.

THE MITSUI BUSSAN KAISHA, LIMITED.  
Agents.  
Hongkong, May 5, 1920.

"BEN" LINE OF STEAMERS.

From MIDDLESBRO, LONDON AND STRAITS.

HE Steamship

"BENDORAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 18th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.  
Agents.  
Hongkong, May 5, 1920.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), ON

TUESDAY,

May 11, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,

A Small Consignment of

WHITE GOODS, etc., etc.,

Comprising:-

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Table Cloths, Linen Damask Serviettes.

Also

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases, And

Two Pairs Prismatic Binoculars. (All new goods and in small lots.)

Terms:- Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, May 5, 1920.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY,

May 11, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,

TRAKEWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTRADES, TRAKEWOOD TWIN BEDSTRADES, CARPETS, etc., etc.,

comprising:-

Chamberfield Sofas, Arm-chairs (new) Folding Card and Occasional Tables, One Upholstered Sofa, Bedroom Furniture, comprising Trakewood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chair, Washstands, etc. (fitted Trakewood), Slideboards, Other Waggons, Extension Dining Tables and Chairs, etc., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, etc., Bath Room Utensils, Electro-Plated Ware, Electric-Heating Lamps, Blackwood and Trakewood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also

Four Pianos, One Enamelled Bath, Camera, etc., etc.,

(Full Particulars from Catalogue).

Terms:- Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, May 5, 1920.

## NOTICES.

LANE, CRAWFORD & CO.  
THE HOUSE FOR HATS.HAWKES' FAMOUS CORK  
SUN HATS.

The Special Feature of this HAT is this Cushion fitting which conforms to any Shape head. Finish Leather.

neat Faggaree and Chin Strap.

Smart Shape and Absolutely Water Proof.

Stocked in No. 1 & No. 2, Quality.

Price - - - \$9.00 & \$11.0

## Tress &amp; Co.'s Light Weight C

Extremely Light and Fashionable Shape with Positive Ventilator which combines both Comfort and Ease. \$7.50 EACH.

## COLUMBIA

## New Records Received.

|       |                                 |           |                              |
|-------|---------------------------------|-----------|------------------------------|
| A6054 | Good Morning Mr. Zip-Zip.       | Fox Trot. | Marconi Bros.                |
|       | A Little Bit Of Sunshine.       | One Step. | "                            |
| A5851 | Pretty Baby.                    | Fox Trot. | Princes Band.                |
|       | Walkin' The Dog.                | "         | "                            |
| A2367 | Waterson, Over There, (Smiles). | One Step. | "                            |
| A2578 | Missouri.                       | Fox Trot. | Fullers Novelty Orchestra.   |
|       |                                 |           | Waltz. Fullers Novelty Orch. |

## THE ANDERSON MUSIC CO., LTD.

18, DES VOEUX ROAD CENTRAL.

TEL. 1322.

## NOTICE OF REMOVAL

We have this day REMOVED our GARAGE to No. 161, Des Voeux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE,  
Phone 2499.

Hongkong, April 3rd, 1920.

GENUINE CREME SIMON,  
AND  
POUDRE SIMON,

STOCKS OF THESE FAMOUS FACIAL PREPARATIONS JUST RECEIVED FROM FRANCE.

## COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

## TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

## "THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC. TANSAN is a DELICIOUS DRINK. TANSAN is ABSOLUTELY PURE. TANSAN is an AID TO DIGESTION. TANSAN does NOT LOWER THE SYSTEM.

TANSAN is a PICK ME UP. TANSAN has NO EQUAL. TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."

## TANSAN

Beware of spurious imitations which are unpalatable and dangerous.

See that the label bears the name of

J. OLIFFORD-WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East. Awarded Gold Medal at Anglo-J



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

## SAILINGS:—

To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)  
From Macao daily at 8.30 a.m. and 3 p.m. (Sundays at 4 p.m.)Police Permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Macao, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

STEAMSHIP SERVICES.

FOR NEW YORK via Panama Canal.

## S.S. "BOLTON CASTLE"

Sailing about end of May.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE &amp; TRIESTE

## S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.  
(SOUTH SEA MAIL S. S. CO.)Regular Services between  
JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "RIJUN MARU,"

Sailing on or about 13th May.

FOR JAPAN.

## S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.  
(TAIYO KAIUN KAISHA.)Steamship Services Trans-Pacific.  
Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN  
PORTS with transshipment at CALCUTTA.in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINES.For Freight or Passage on any of the above Lines apply to—  
DODWELL & CO., LTD., Agents.

## IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON &amp; CO. (TELEPHONE 515).

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

HAYAMA MARU (Call Shanghai) ..... Thursday, 6th May.  
HAYRE MARU (Call Shanghai) ..... Tuesday, 8th June.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU ..... Friday, 23rd May.  
SEATTLE MARU ..... Middle of July.

BOMBAY &amp; COLOMBO—Regular fortnightly service via S. Port.

SIAM MARU ..... Tuesday, 11th May.  
LUZON MARU ..... Saturday, 15th May.

SAIGON, BANGKOK &amp; SINGAPORE—Regular Monthly service.

UNNAN MARU ..... Tuesday, 1st June.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU ..... Monday, 7th June.

VICTORIA &amp; VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Kusanagi, Moji, Kobe, Yokohama &amp; Yokohama.

AFRICA MARU (Call Shanghai) ..... Saturday, 22nd May.

CHICAGO MARU (Call Manila) ..... Saturday, 5th June.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU ..... Sunday, 9th May.

TAKAO via SWATOW and AMOY.

UNNAN MARU (direct to Takao) ..... Tuesday, 11th May.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

## THE CHINA &amp; AUSTRALIA S. S. CO. LTD.

FOR MELBOURNE &amp; SYDNEY via MANILA, SANDAKAN &amp; QUEENSLAND PORTS.

"HWAH PING" ..... Sailing on or about ..... June 21st.

"VICTORIA" ..... Sailing on or about ..... July 2nd.

(Calling at Port Darwin).

For Passage and Freight apply to—  
THE CHINA & AUSTRALIA S. S. CO. LTD.

115 Connaught Road Central. Agents.

## SHIPPING

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW &amp; SINGAPORE ..... CHANGCHOW ..... May 6, at 10 a.m.

HONGKONG &amp; SINGAPORE ..... CHANGCHOW ..... May 6, at 11 a.m.

SHANGHAI &amp; TIENTSIN ..... CHANGCHOW ..... May 6, at 4 p.m.

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## SHIPPING

## C. P. O. S.

## SAILINGS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe &amp; Yokohama)

FROM HONGKONG TO VANCOUVER

STEAMERS

Empress of Russia May 6 May 24

Empress of Japan May 8 June 16

Empress of Asia June 3 June 21

Monteagle June 8 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 16

Empress of Asia Aug. 12 Sept. 5

Monteagle Aug. 26 Sept. 13

Empress of Russia Sept. 14 Oct. 5

Empress of Japan Sept. 23 Oct. 11

Empress of Asia Oct. 31 Nov. 8

Monteagle Oct. 28 Nov. 13

Empress of Japan Nov. 9 Nov. 30

Passage Fares Hongkong to United Kingdom.

Empress of Russia Gold 6,000 Tons Reg. Gold

Empress of Japan Gold 6,000 Tons Reg. Gold

Empress of Asia Gold 6,000 Tons Reg. Gold

Monteagle Gold 6,000 Tons Reg. Gold

Fares &amp; passages subject to change without notice.

For Fares and other information please apply to

HONGKONG OFFICE: CANAL PACIFIC

Telephone 712.

CANADIAN PACIFIC

OCEAN SERVICES

## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. June 19th 1920. May 23rd 1920.

AN UNPARALLELED HIGH-CLASS PASSENGER SERVICE.

O. H. RUTHER, Freight and Passenger Agent.

Princo's Buildings, Ice House Street. Tel. 1834.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY &amp; FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

SAILINGS

HAIKONG ..... Capt. W. O. Patterson ..... FRIDAY, 7th May, at 3 p.m.

HAIKONG ..... Capt. A. H. Stewart ..... TUESDAY, 11th May, at 3 p.m.

HAIKONG ..... Capt. M. Walker ..... FRIDAY, 14th May, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSENGER apply to—

DOUGLAS LAFRAIK &amp; Co.

(General Managers).

## AMERICAN &amp; ORIENTAL LINE.

## FOR HAVANA &amp; NEW YORK

## VIA PANAMA CANAL.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

## "ELLERMAN" LINE

(Ellerman &amp; Bucknall Steamship Co., Ltd.)

## JAPAN, CHINA AND STRAITS

## TO

## UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For

STEAMERS

SAILA

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to KERRY &amp; Co., Canton.

## NEW YORK DIRECT.

## JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S. S. CO., LTD. &amp; CHINA MUTUAL S. S. CO., LTD.)

## AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S. S. CO., LTD.)

## SAILINGS FROM HONGKONG.

"OCEAN OF COLOMBO" ..... via Hong Kong ..... 18th May.

"HAWAIIAN" ..... via Hong Kong ..... 25th May.

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## SCRAPPING A FILM.

(Continued from page 3.)

DOGGED BY "THE BETTER 'OLE'"  
Mr. G. W. Pearson, film producer, who gave evidence regarding the qualities of Mr. Bentley's work, was asked in cross-examination by Mr. Hastings: "Did you ever hear of a film called 'The Better 'Ole'?"—Yes, unfortunately.

Why unfortunately?—Because it has followed me about. (Laughter.) Do you mean it has dogged your footsteps?—Yes. (Laughter.)

Was it as good in film as "The Lackey and the Lady"?—I think it was.

Was "The Better 'Ole'" sold for £20,000?—I am not at liberty to say. Don't be afraid. Was it somewhere in the neighbourhood of that sum?—It had some relationship to a large figure. (Laughter.)

Mr. Ingholme, writer of scenarios for film plays, was asked by Mr. Hastings: Have you seen the photograph from the film of the old gentleman with the poker and the under-shirt?—Yes.

What does the shirt on the end of the bed convey to you?—I consider it as showing that he has risen to such a state of affluence that he considered a shirt necessary. (Laughter.) It left no doubt in anybody's mind that he had got one.

His Lordship—You have seen the picture of the millionaire in his room. Does it give a fair reproduction of the character as it would be understood from the book?—It is rather on the lines of the cartoon. Sometimes you have to cartoon characters, as the public is still a little dense in following a plot.



## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &amp;c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S. S.              | Tons           | From Hongkong (about) | Destination  |
|--------------------|----------------|-----------------------|--|
| "NORE"<br>"DUNERA" | 8,700<br>5,470 | 12th May<br>13th May  | Malacca, London & A'warp.<br>Sapora, Colombo & Bombay. |

## BRITISH INDIA-APCAR SAILINGS (South)

|                      |                |                      |                                   |
|----------------------|----------------|----------------------|-----------------------------------|
| "MUTTRA"<br>"TAKADA" | 4,700<br>7,000 | 14th May<br>26th May | Straits, Rangoon and<br>Calcutta. |
|----------------------|----------------|----------------------|-----------------------------------|

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

|           |       |          |   |
|-----------|-------|----------|---|
| "EASTERN" | 4,000 | 22nd May | Sydney, Sandakan, Thursday<br>Island, Cairns, Townsville<br>& Brisbane. |
|-----------|-------|----------|---|

## SAILINGS TO SHANGHAI &amp; JAPAN

|                          |                |                    |   |
|--------------------------|----------------|--------------------|---|
| "TAKADA"<br>"KIDDERPORE" | 5,900<br>7,000 | 5th May<br>6th May | Shanghai and Japan.<br>S'hai, Moji, Kobe & Y'ama. |
| "NELLORE"                | 7,000          | 16th May           | Shanghai and Japan.                               |

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|                                    |                                  |
|------------------------------------|----------------------------------|
| TOYOHASHI MARU (Calling Manila)... | Wednesday, 5th May, at 11 a.m.   |
| KASHIMA MARU (Calling Manila)...   | Saturday, 23rd May, at 11 a.m.   |
| FUSHIMI MARU (Calling Manila)...   | Tuesday, 18th June, at 11 a.m.   |
| TAJIMA MARU (Calling Manila)...    | Wednesday, 30th June, at 11 a.m. |

## LONDON &amp; ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said &amp; Marseilles.

|                 |                             |
|-----------------|-----------------------------|
| MISHIMA MARU... | Friday, 14th May, at Noon.  |
| SADO MARU...    | Friday, 28th May, at Noon.  |
| KITANO MARU...  | Friday, 11th June, at Noon. |

## HAMBURG, LONDON &amp; ANTWERP via Singapore, Colombo, Suez and Port Said.

|                 |                      |
|-----------------|----------------------|
| TOYOOKA MARU... | Wednesday, 26th May. |
|-----------------|----------------------|

## LIVERPOOL &amp; MARSEILLES via Singapore, Colombo, Suez and Port Said.

|                                |                    |
|--------------------------------|--------------------|
| WAKASA MARU (Calling Genoa)... | Thursday, 6th May. |
|--------------------------------|--------------------|

## MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

|               |                                  |
|---------------|----------------------------------|
| AKI MARU...   | Wednesday, 19th May, at 11 a.m.  |
| TANGO MARU... | Wednesday, 23rd June, at 11 a.m. |

## NEW YORK &amp; HAVANA via Kobe, Yokohama, Muremura, San Francisco, Panama &amp; Colon.

|                 |                    |
|-----------------|--------------------|
| TSUYAMA MARU... | Thursday, 6th May. |
|-----------------|--------------------|

## SOUTH AMERICAN PORTS via Cape.

|                                 |  |
|---------------------------------|--|
| BOMBAY & COLOMBO via Singapore. |  |
|---------------------------------|--|

|                 |                    |
|-----------------|--------------------|
| TENSHIN MARU... | Tuesday, 11th May. |
|-----------------|--------------------|

## CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

|                 |                    |
|-----------------|--------------------|
| TATSUNO MARU... | Tuesday, 11th May. |
| SANUKI MARU...  | Monday, 24th May.  |

## JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

|               |                               |
|---------------|-------------------------------|
| TANGO MARU... | Tuesday, 25th May, at 11 a.m. |
| NIKKO MARU... | Friday, 26th June, at 11 a.m. |

## SHANGHAI, KOBE &amp; YOKOHAMA.

|                    |                                |
|--------------------|--------------------------------|
| TOYO MARU No. 2... | Friday, 7th May.               |
| FUKUKI MARU...     | Saturday, 8th May.             |
| DELAGO MARU...     | Saturday, 8th May.             |
| INABA MARU...      | Thursday, 20th May, at 11 a.m. |

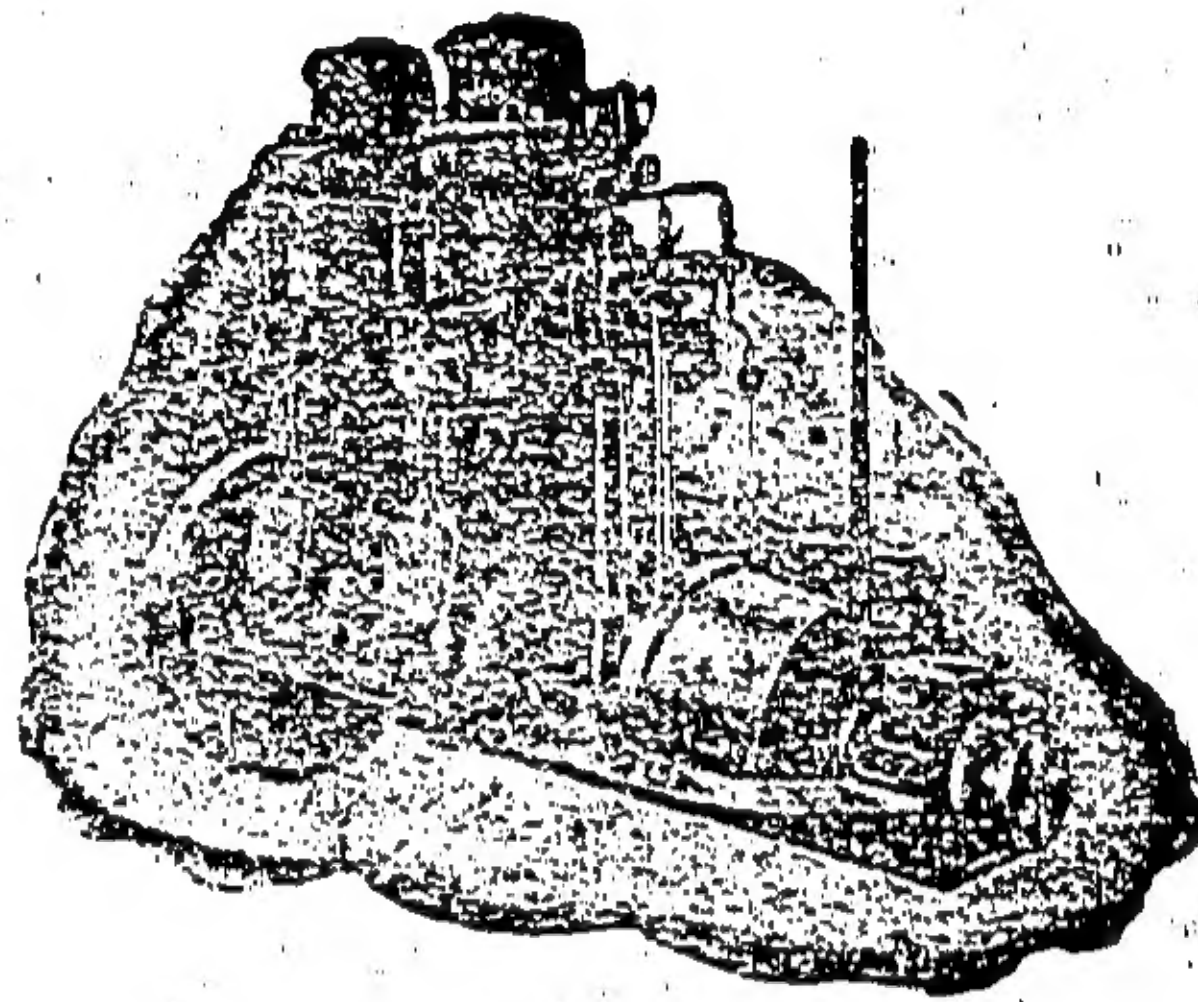
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| San Francisco via Shanghai, Japan &c.   | Siberia Maru      | Togo Kisen Kaisha        | On 13th June.           |
| San Francisco via Shanghai, Japan &c.   | Yamaguchi Maru    | Pacific Mail S.S. Co.    | On 19th May.            |
| San Francisco via Shanghai, Japan &c.   | Yamaguchi Maru    | Pacific Mail S.S. Co.    | On 16th June.           |
| San Francisco via Shanghai, Japan &c.   | Nile              | China Mail S.S. Co. Ltd. | On 13th May.            |
| San Francisco via Shanghai, Japan &c.   | Edmore            | The Admiral Line         | On 23rd May.            |
| Seattle, Tacoma, Victoria & Vancouver.  | Africa Maru       | Osaka Shosen Kaisha      | On 23rd May.            |
| Victoria B.C., & Seattle via S'hai, &c. | Toyohashi Maru    | Nippon Yusen Kaisha      | On 6th May, at 11 a.m.  |
| Vancouver via Shanghai, Japan &c.       | Empress of Russia | Canadian O.S. Ltd.       | On 6th May.             |
| Vancouver via Shanghai, Japan &c.       | Empress of Japan  | Canadian O.S. Ltd.       | On 26th May.            |
| Shanghai, Kobe and Yokohama             | Togo Maru         | Nippon Yusen Kaisha      | On 13th May.            |
| Australian Ports via Manila             | Aki Maru          | Nippon Yusen Kaisha      | On 19th May, at 11 a.m. |
| Australian Ports via Japan              | Seiyo Maru        | Togo Kisen Kaisha        | On 9th May.             |
| New York via Panama and Havana.         | Lucero            | Butterfield & Swire      | On 11th May.            |
| London via Panama                       | Coaxel            | The Admiral Line         | About 7th May.          |
| London via Panama                       | Solomon Castle    | Doyle & Co. Ltd.         | End of May.             |
| Nagasaki, Kobe & Yokohama               | Tango Maru        | Nippon Yusen Kaisha      | On 25th May, at 11 a.m. |
| Shanghai, Moji, Kobe and Yokohama       | Kidderpore        | P. & O. S.S. & A.L.      | On 8th May, at Noon.    |
| Shanghai                                | Sunning           | Butterfield & Swire      | On 8th May, at Noon.    |
| Amoy, Shanghai & Peking                 | Suiyao            | Butterfield & Swire      | On 11th May, at 4 p.m.  |
| Calcutta via Straits & Rangoon          | Tatsuno Maru      | Nippon Yusen Kaisha      | On 11th May.            |
| Singapore, Penang & Balaen-Bell         | Yamaguchi Maru    | Osaka Shosen Kaisha      | On 10th May.            |
| Keelung via Swatow and Amoy             | Amakusa Maru      | Osaka Shosen Kaisha      | On 9th May.             |
| Singapore, Bangkok & Singapore          | Yamaguchi Maru    | Osaka Shosen Kaisha      | On 1st June.            |
| Swatow, Amoy & Foochow                  | Hainan Maru       | Douglas Laprak & Co.     | On 7th May 3 p.m.       |
| London & Rotterdam                      | Kazuma            | The Bank Line, Limited   | On 11th May.            |
| Bombay & Colombo                        | Sham Maru         | Osaka Shosen Kaisha      | On 8th May.             |
| London and Antwerp                      | Yamaguchi Maru    | Nippon Yusen Kaisha      | On 14th May, at Noon.   |
| London via S'pore, Pang & C'ho &c.      | Mishima Maru      | Nippon Yusen Kaisha      | On 8th May.             |
| Mauritius, Delagoa Bay, Durban          | Panama Maru       | Osaka Shosen Kaisha      | On 12th May.            |
| Marseilles, London & Antwerp            | Nore              | P. & O. S.S. & A.L.      | On 11th May.            |
| Takao via Swatow and Amoy               | Yamaguchi Maru    | Osaka Shosen Kaisha      | On 11th May.            |

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### A SOLDIER'S VIEW OF PEACE.

PLAIN WORDS BY SIR HUBERT GOUGH.

It has been said that the soldier is the real pacifist. He knows all that there is to know about war—he knows it in all its terror and horror. His ideas on the subject are apt to be clearer and more definite than those of others who merely watch from a distance and are not acquainted with the reality. And especially is he concerned with the business of making an end of the conflict when once the issue has been decided.

You go to war, and you win. Then, in the view of the soldier, the war should be over. That it should be allowed to drag on and on is to him the intolerable thing. And he is apt to be impatient of the people who contemplate with seeming indifference the prolongation of any struggle beyond the point of decision. Such were the views expressed to me (writes a representative of the *Observer*) by General Sir Hubert Gough, who has seen more than most people of the troubled areas of Europe since the Armistice.

"People seem to have forgotten that we really did win the war," he said. "We fought, and won, and that should be the end of it. Now that it is over we ought to settle down to be friends again."

"If two men have a row and get to fighting, they go on till one of them is beaten, and then it is all over. When you have knocked a man down you don't start kicking him. That is not our English way of doing things. It has always been our way to shake hands and forget about the trouble. And surely that ought to be the way between nations, just as much as between men."

"I suppose I fought the Germans as hard as anybody. I had seen, too, that the war was coming. Years ago I knew that it was bound to come, and I did my best to get ready for it. But it is over now, and I cannot tell you how strongly I feel that it is our business now to settle down and be friends again. We want to make an end of all the bad blood, the bitter, revengeful feelings."

"It is a pitiful thing, but there is a very dangerous imperialist spirit abroad in Europe at present. Some of the nations have ideas of conquest and domination which will be positively deadly if they are allowed to direct international action. I do not believe for a minute that those ideas have any real power in England, but I cannot help seeing that we have allowed our policy to be shaped by the people who cherish those ideas."

"HITTING A MAN WHEN HE IS DOWN."

"There is the Peace Treaty, for instance, I am afraid people in England have not begun yet to realize what a thoroughly un-English thing that is. It really does consist of hitting a man when he is down and hitting him in a pretty murderous fashion. It is no excuse to say that if Germany had won her terms to us would have been far harder. Germany did not win, and what she might have done has nothing to do with it."

"I believe the Treaty will be revised, but I wish I could hope that it will be revised soon. That is an aim that we ought to set before ourselves, for until it is revised it will be hard to get friendship back to Europe. And there is that absurd clamour for the punishment of war criminals. It is even worse than the absurd—it is wicked. If you come to think of it the real criminals in Germany are punished already. Where are the people today who were really responsible for the war? We have broken their power utterly and for ever, and isn't that punishment enough? And where is the point of demanding the trial of men who, after all, only obeyed the orders of those whom we have broken?"

"I suppose you could make out a case for punishing some of them, but that is not the point. The point as I see it is that all this business of punishment looks more like revenge than anything else, and that is poisonous. We don't want revenge. We want friendship. We want a real League of Nations, with Germany in it, and Austria, and Soviet Russia as well. And we want an end once to all the fighting that we have allowed to go dragging on."

### LAWN TENNIS.

#### IMPORTANT DECISIONS.

Important decisions were come to at the recent meeting of the International Lawn Tennis Federation in Paris. Representatives of Belgium, the British Isles, Denmark, France, Holland, South Africa, Spain, and Switzerland were present.

The statement of the United States Lawn Tennis Association that they were prepared to take up membership of the federation subject to the acceptance of certain proposals made by them was met by a resolution that the International Lawn Tennis Federation were unable to consider any terms as being conditions precedent to a nation joining the federation, but would be very pleased to consider any terms when brought forward by that nation when it had become affiliated.

As regards the attitude to be adopted by the federation on the subject of players taking part in tournaments held in neutral countries, two resolutions were passed unanimously. The first was that the association of the neutral countries that are keeping relations with the Central Powers must forward every year, before March 15 (this year before May 15), to the secretary of the International Federation a list of tournaments exclusively reserved to the Allied and neutral players, and a list of the tournaments open to all players, without any distinction of country. The second resolution on this point was that each association of the Entente Powers may remain free after receiving the above mentioned list, to take whatever measures they think fit as regards their own players.

It was unanimously agreed that the International Lawn Tennis Federation should have the power to alter the laws of the game, and the British delegates were requested to report to the Lawn Tennis Association suggesting certain modifications in the conditions put forward by them. It was agreed unanimously that it was most desirable that the foot-fault rule should be modified, and a sub-committee, consisting of Messrs. P. de Borman, A. H. Gobert, and H. H. Monckton, were appointed to go into the matter.

The modifications of the Davis Cup regulations, suggested by the United States, have been agreed to by the British Isles, and it was resolved that the matter should be gone into further during the championship meeting at Wimbledon.

The World's Covered Court Championships were allotted to Denmark for 1920, and will take place in October. These events will be played in the British Isles in 1921. It was unanimously agreed that ladies' doubles should be regarded as world's championships on hard and covered courts, just as the ladies' doubles event at Wimbledon is recognised as a world's championship.

The meeting decided unanimously against the proposal recently put forward by the United States for an international competition for women on the lines of the Davis Cup. The affiliated association will be requested not to participate in a competition of this kind.

The British delegates were requested to submit a scheme for the Professional Championship of the World.

### KINEMA NOTES.

The popular manager of the Coronet Cinema Theatre did another good turn for local picture goers, when he engaged for his patrons, the services of the Royal Hawaiian Quartette, who are passing through on their way to England, where they are booked for extensive seasons with some of the leading London theatres. There was a full house at the five o'clock show yesterday, when these first class musicians gave several selections on their steel guitars to a very appreciative audience. Their singing too, was excellent, and the blending of voices very effective. These talented artists will again perform to-night, supported by a fine superproduction picture programme. As their season is a short one, music lovers should not fail to book their seats early. Don't miss this opportunity to listen for the first time to the haunting Hawaiian melodies played on the moaning guitars, the fame of which had, up to now, been only a tradition here. It is a novelty to Hongkong, and a very popular one, judging from the enthusiasm exhibited by yesterday's audiences.

And where will peace be if we allow ourselves to be guided by people who are dreaming of revenge all the time, and planning hardships for those who are beaten? We did not do our fighting by halves, and we must not have any half-measures about our peace-making.

"Imperialistic dreams, the desire for domination over others—these are deadly things. It has seemed to me that our people do not realize how deadly they are, or to what an extent they are working on the Continent, and especially in France at present. But if we have any real care for the future of the world, we must realize the fact of them, and make an effective protest. Otherwise peace can be nothing but a sham, and a new beginning of war cannot be far away."

### CAN U.S. AS SHIPBUILDERS COMPETE WITH GREAT BRITAIN.

#### U.S. SHIPBUILDERS' VIEWS.

Mr. J. H. Mull, the pioneer and general manager of the Cramp shipbuilding Company, one of the oldest shipbuilding concerns in the United States, has an article in the *New York Journal of Commerce* discussing the ability of the United States to compete with British shipyards.

Mr. Mull writes: "In normal times we may, under laws favourable to production, be able to cope with Great Britain in shipbuilding. At first sight this may appear to be optimistic, but we must remember that raw material for shipbuilding is lower in price in this country than in Great Britain; that labour-saving methods and tools are more quickly developed and applied in this country than in the shipbuilding districts there; and that the labour unrest in Great Britain is far more serious than in this country."

The cost of production is greater in Great Britain than at any time in the past. The price of labour has been advanced in all branches of production, as well as in the trades directly concerned in building. This tends somewhat to even up the situation.

It is to be noted that this statement is for normal times. The conditions under which we are now working, both in regard to the number of shipyards in operation, the number of men employed in shipbuilding, and the high cost relatively of raw material, are not normal. I assume that in normal times a large number of the emergency shipyards wherein were built "fabricated" vessels, will be closed, thus freeing a large number of men now engaged in shipbuilding. The majority of these men constitute unskilled labour, or at best men of very limited training, but a considerable number of them are good mechanics who have served their time at their trades. The closing down of unnecessary yards will enable the well established yards to exercise greater care in the selection of their men, for there will be a better grade to choose from, thereby increasing the efficiency of the organisation and the output of the yard.

An essential thing in the industry is to continue and extend the training of men engaged in shipbuilding by educational courses in the art of shipbuilding; in other words to transform our partly skilled labour into skilled labour as rapidly as possible. I believe that the average intelligence of the American workman is higher than that of the British workman, and that with labour-saving devices and improved methods of building, together with the training of men in special branches of shipbuilding, the result will be to bring down the cost per ton of ships in this country to a marked degree. As conditions are at the present time the wage and piece work rates on the Clyde are about 40 per cent. lower than our own. We are, to this extent, handicapped in labour. On the other hand, as stated, the price of raw material is lower here and this goes in a measure to offset the lower rate of labour abroad.

I believe that our shipyards are laid out more efficiently than those abroad; that is, they are so arranged that the material is received in the yard and passes successively through the operations necessary for its embodiment in the ship, with less interruption, rehandling, and with more direct routing than is secured in many of the foreign yards. Our yards as a rule have given greater attention to crane and truck service, and other transportation facilities. The greater use in this country of labour saving devices puts us in a better position to meet high labour costs than the average British plant.

To compete, however, with Great Britain on equal terms means that we must select and train our men to the best advantage. We must have on the part of the men loyalty to the work in which they are engaged. Simpler methods of management and construction must be striven for and use made of systematic organisation and labour saving devices that will be most efficient. If the American shipworker is to continue to see our yards filled with orders, he must resist certain tendencies which have influenced the labour unions in the past. The hampering of individual initiative, the restriction of output, the levelling of all men to a rigid wage scale and the prevention of any recognition of individual ability, are policies under which no industry can prosper. It is to workingmen of independent convictions, and not dominated by any misguided labour leaders, that we must look in great part for the drive that is to put the American shipyard in the lead.

### CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears, and then send for medicine, and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home. For sale by all Chemists and Druggists.

### A NEW WARSHIP.

#### LAST TO BE LAUNCHED FOR YEARS.

The launch of the light cruiser "Frobisher" at Devonport Dockyard will be of more than usual interest from several points of view. Firstly, she will probably be the last warship of any size to leave the ways in this country for several years secondly, her launch will be the first ceremonial "show" in a dockyard since 1914; and, thirdly, she will leave the slip clear for the laying down of a large oil tanker, the first merchant ship ever to be commenced in one of the Royal Dockyards.

The new ship has been built on No. 3 slip at the south yard, and the usual arrangements observed in pre-war launches are being carried out in connection with this ceremony. The last public launch at the yard was that of the "Warspite," which took place in November, 1913, when the christening ceremony was performed by Mrs. Austen Chamberlain. This battleship, as is well known, gave a fine account of herself under Rear-Admiral Sir Hugh Evan-Thomas during the war, and had a miraculous escape at Jutland, when her steering gear jammed.

The Royal Oak was also built at Devonport, but she was launched after the outbreak of hostilities, the function, which was private, being performed by the Countess of Mount Edgumbe.

The "Frobisher" is the nameship of a class of four light cruisers, one of which, the "Hawkins," was launched at Chatham and commissioned in July of last year as the flagship of Vice-Admiral Sir A. L. Duff, K.C.B., Commander-in-Chief of the China Station. Because of the many improvements that have been introduced in this class for the greater convenience and comfort of officers and crew, they have been described as the "models" of the post-war navy.

Although described as a "light" cruiser, the "Frobisher" displaces 9,750 tons, and is 605 ft. long over all. The length between perpendiculars is 565 ft.; the beam at waterline 58 ft., and over "bulges" 65 ft.; the mean draft is 17 ft. 3 in., and the maximum draft 20 ft. 6 in. Geared turbines of Brown-Curtis type will develop 70,000 shaft horse power, and the speed will exceed 31 knots. Twelve Yarrow (small tube) boilers, eight of them oil fired, supply the steam, whilst the fuel capacity will be 1,000 tons of coal, plus 150 tons of oil.

The armament comprises seven 7.5 in. guns of a new model, with very high velocity, and mounted to give a range of elevation, six 12-pounders, four 3 in. anti-aircraft, and some minor pieces. Four above-water and two submerged tubes comprise a powerful torpedo equipment.

The armour protection of high tensile and nickel steel is very complete, although of no great thickness, whilst all bulkheads beneath the level of the lower deck are unpierced. It is calculated that the bulges and the minute subdivision of the ship will keep her afloat even if all three boiler-rooms and both engine-rooms become flooded.

#### A WARTIME PRODUCT.

The ships of this class were commenced under the Emergency War Programme, being designed in the summer of 1915, and ordered in the following winter. They were planned to meet possible improvements in enemy light cruiser types, and also for hunting enemy commerce raiders in the Atlantic, hence their large fuel capacities. As oil fuel would not be obtainable at some distant naval stations, they were given four small coal-burning boilers, sufficient to provide steam for cruising speeds. The "Hawkins" has already proven herself an excellent sea boat, and the all-round design of the ship seems to be excellent. It is worthy of note that the "Cavendish," a fifth vessel of this class, which was in hand by Harland and Wolff at Belfast, was accelerated in building and completed as an aeroplane carrier under the name of "Vindictive."

At one time there was considerable doubt as to whether the construction of the "Frobisher" would be proceeded with. She had not reached a very advanced stage when the Armistice was signed, and for some time her fate was in doubt. Few workmen were employed on her, and the Admiralty debated seriously the alternatives of carrying on work or dismantling her on the stocks. Eventually—no doubt because of the mooted idea of building merchant ships at Plymouth—they decided that work should proceed. But, judging from the new Navy Estimates, it is not likely that much work will be carried out on her during the next twelve months. From the time her first keel plate was laid, in August, 1916, the "Frobisher" has been under the care of three constructive managers. This is unique in the annals of the Western Dockyard.

The christening ceremony is to be performed by Countess Fortescue, wife of the Lord-Lieutenant of the county of Devon, who launched the "Temeraire," another famous battleship, at the same yard on August 24, 1907.

#### A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Cough Remedy. It is a safeguard against cough complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Druggists.

## DAIRY FARM NEWS.

### COLD STORAGE.

Store your Winter clothes, furs, rugs, carpets &c., in our cold stores. The only safe method of keeping them during the Summer months.

For full particulars apply to the Secretary.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

### A MILLION DOLLARS FOR ALL.

#### AND ITS REAL MEANING.

#### DANGERS OF INFLATED CURRENCY.

(By P. E. Roberts.)

There has been recently a tendency in certain quarters to question the validity of the economic law that one of the results of an inflated currency is a rise in prices. Since very serious results would follow, if this heresy were widely accepted, it may be of some use to examine the problem here.

At the beginning of the war, in order to get essential work done, the Government willingly and without stint paid the highest scale of wages and supplemented them with allowances and bonuses of all kinds. This involved a very large issue of paper money, and it is generally accepted that the Government, feeling that the country was in a desperate position, printed all the notes it required, without much, if any, regard for those severely prudent restraints which should always regulate the output of inconvertible paper.

These notes, rightly considered, were simply stamped and sealed promises that the holders of them should, on presentation, have the right to claim certain commodities and services from their fellow citizens. At the same time, owing to the exigencies of war, production was limited, and the available mass of commodities was seriously diminished. Thus an increasing number of demand notes was issued against rapidly decreasing bulk of assets. By the normal operation of the law of supply and demand the prices of commodities and services rapidly rose. The law was illustrated that any excessive issue of paper money beyond the natural money requirements of the people must cause a rise in prices.

#### £100,000 PAPER MONEY GIFTS.

These general economic laws are often difficult to apprehend in the abstract, but they become comparatively simple if concrete examples are taken, and if they are relentlessly thought out in terms of actual life. In this way, I think, it can be shown that theoretically the issue of paper money can be carried to a point which renders all services and commodities not merely terribly expensive, but practically unobtainable. This is certainly not always recognised. Sir Lynden Macassey, in the *Edinburgh Review* for April 1919, declares that perfectly honest workpeople have said to him: "If there are not sufficient profits in industry to pay us the wages we ask, then all the Government has to do is to create the necessary paper money and to use that."

I have generally found it best to combat this habit of mind, which is by no means uncommon even in educated circles, by a *reductio ad absurdum*. If it be true that there is no limit to the amount of paper money that a Government can profitably issue, why should it not render all its subjects permanently happy and prosperous by posting to them one morning £100,000 in banknotes? Really it may be said in passing one almost wonders that Mr. Lloyd George has not already adopted this brilliant scheme; it would be thoroughly in accord with his impulsive generosity and his heroic determination not to submit to cramping economic laws.

#### A NEW ERA OF "NO WORK."

Unfortunately, though, political economy is the "dismal" science, the consequences of ignoring its laws are more dismal still. Let us try to work out what would be the actual concrete results of the expedient suggested. We can picture the surprise and delight of that typical British citizen, Mr. John Smith, when, on arriving at his office, he opens the official envelope that awaits him, and reads the letter from the Chancellor of the Exchequer begging his acceptance of the sum enclosed. But his delight is short-lived.

As he sits in blissful contemplation of his newly-acquired wealth his head clerk enters and respectfully intimates that he desires to leave his employer's service. Asked for his reason, he explains that he has come to a fortune, and intends to retire to an estate in the country. The office-boy gives notice, for he means in the future to live as a gentleman

of independent means. The charwoman loudly proclaims that in future she will be a lady with servants of her own. At his luncheon-rooms Mr. John Smith is told that the restaurant will close within a week because all the waiters and cooks have given notice. But worse follows, for when he returns to Upper Tooting he finds that all the servants have given notice, that the tradesmen have announced their intention of giving up business, and Mrs. John Smith is in despair. The devastating process continues, and it is soon seen that the foundations of the economic world are overthrown. The charwoman and the clerk are the next to be disillusioned. No one will enter their service or even sell them bread. Why should a man with £100,000 be a butler or a baker? No one, in fact, will produce commodities or render services, and the world is soon in danger of actual starvation.

Now why has this happened? Simply because, though the amount of real wealth in the world (that is commodities) has not been increased, an immense number of demand notes on that wealth have been dealt out, and they cannot be honoured. The economic anarchy will not be ended, and no remedy will be found, till sadder and wiser world agrees to commit the luckless notes to the flames and return to the old life again.

Of course in such a parable the reasoning has been pushed to its logical extremity, but it is valid against those who hold that a Government can issue inconvertible paper without limitation. However modified and disguised it may be, this tendency towards a rise of prices has begun the moment that the issue of inconvertible paper money in the least exceeds the actual monetary requirements of the people.

#### LIVING ON INCOME.

All this, of course, is abysmal elementary, but there is only too much evidence that the point is generally misunderstood. The voice of the economist is that of a crying in the wilderness. No scientist has ever won so little recognition from the world at large; the lesson it inculcates do not seem, like those of other sciences, to become part of the inherited knowledge of the world. Every generation has to learn them afresh by sad experience.

We must at all costs cease to create these floating credits and begin once more to live within our national income. Ambitious schemes of social amelioration (however laudable it may be to admit this) must wait till that end is achieved. Politicians have too long lent themselves to a fatal notion that "somehow or other" it is possible by adroit political expedients to shift the burden of a huge war loss from one class another, till it is, so to speak, shouldered off into infinity. They put their money (or, perhaps, ought to say their notes of hand) in a "better England." Now we desire a better England but necessary preliminary is a solvent England. To complete solvency shall not attain till our current system is once more established on gold basis, and our paper money everywhere and always convertible.

#### "THE TERRIBLE DANGER."

The American economist, F. Walker, was supposed to be distinctly heterodox in his contention that under careful regulation an inconvertible paper currency could, for time at least, fulfil all the monetary functions; yet he felt so strongly of the terrible danger of over-issue, that he threw in the way of the statement, that he wrote, "It is a firm belief that the issue of inconvertible paper money is never a sound measure of finance, no matter what the stress of the national exigency may be. I believe it to be as sure a mistaken policy as the report the athlete to the brandy bottle, means mischief always. If there ever is a time when a nation needs full collected vigour, with a steady pulse, a calm outlook, a firm head, and a brain undisturbed by the fumes of this alcohol of commerce, paper money—it is when called to battle for its life with a superior force."—*Daily Graphic*.

Two new launches are being built for the "WALLA-WALL" Boat. Phone No. 3516.



## NON-SMOKERS.

## NEW LABEL ON RAILWAY COACHES.

The smoking carriages provided by railway companies are becoming hopelessly inadequate for the ever-increasing numbers of pipe and cigarette loving travellers, especially since it has become quite common for lady passengers to indulge in a cigarette.

The South Eastern and Chatham Railway Company have realized the fact that instead of smokers forming a little group, who may be accommodated in carriages here and there, it is the asthmatic old gentleman, the prim spinster, and one or two other types of non-smokers who make up the minority. The company therefore intend to provide a few carriages labelled "non-smoking," and to permit smoking in all the others.

At present it is found that almost any carriage is used for smoking; but it is thought that the provision of more smoking carriages will lead to a more rigid observance of the "rules," and that those people to whom tobacco smoke is really a discomfort may in future travel in an unpolluted atmosphere.

There was a special smoking carriage with a central table on the Eastern Counties line as far back as 1842, but it was not until 1868 that, by law, it was made compulsory to put a smoking compartment on every train consisting of more than one carriage of each class. The penalty for smoking in places "not specially provided" for the purpose was for the protection of those who objected to tobacco. A foreigner travelling between London and Brighton in 1842 persisted in smoking a cigar, and the guard of the train gave orders that he was not to be allowed to travel back by any train that night!

"WALLA-WALLA" LAUNCHES.  
Phone No. 3516.

## EXCHANGE.

Hongkong, May 5, 1920.

|                                 |          |
|---------------------------------|----------|
| Bank, Wire                      | 4-7 1/2  |
| On demand                       | 4-7 1/2  |
| 30 days sight                   | 4-7 1/2  |
| 60 days sight                   | 4-7 1/2  |
| Credit, 4 months sight          | 4-8 1/2  |
| Documentary 4 months sight      | 4-10 1/2 |
| On Paris                        |          |
| On demand                       | 1535     |
| On New York                     |          |
| On demand                       | 90 1/2   |
| Credit, 30 days sight           | 92 1/2   |
| On Bombay                       |          |
| On demand                       | 90 1/2   |
| On Calcutta                     |          |
| On demand                       | 203      |
| On Singapore                    |          |
| On demand                       | 900      |
| On Manila                       |          |
| On demand                       | 184 1/2  |
| On Shanghai                     |          |
| On demand                       | nom.     |
| 30 days sight (private paper)   | nom.     |
| On Yokohama                     |          |
| On demand                       | 173 1/2  |
| Gold, 100 fine (per tola)       | 30.80    |
| Sovereigns (Bank's buying rate) | 84.85 n. |
| Silver (per oz.)                | 64 1/2   |

## SUBSIDIARY OFFICE.

|                         |               |
|-------------------------|---------------|
| Hongkong 50 cents sub.  | 3/10 1/2 dis. |
| 10                      | 3/10 1/2 dis. |
| 1                       | 1/10 1/2 dis. |
| Chinese coins           | 3 1/2 dis.    |
| Bar Silver in Hongkong  | 13 1/2 pm.    |
| Chinese Copper Cash     | 5 1/2 pm.     |
| Chinese Copper Cents    | 7 1/2 pm.     |
| Rate of Native Interest | 7 1/2 p.m.    |
| Chinese Sub. Coin       | 3 1/2 dis.    |
| Hongkong Sub. Coin      | 3 1/2 dis.    |

## SOME PEOPLE RUSH ABOUT

and tire themselves unnecessarily, thinking to cure their constipation by spasmodic use of over-doses. Others more sensible, take reasonable exercise daily and use the little gentle as-nature laxatives, PINKETTES, occasionally, thus ensuring healthy regularity. By dispelling constipation PINKETTES cure Biliousness, Sick Headaches, Liver troubles, foul breath, Of drowsiness, or poor food, 60 cents the box, from Dr. Williams' Medicine Co., 86 N. 2nd Street, New York.

## SHIPPING.

JAVA-PACIFIC LINE  
OF THE  
JAVA-CHINA-JAPAN LIJN

Next sailing for SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodations for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the  
**JAVA-CHINA-JAPAN LIJN,**  
General Managers,  
York Buildings.

Telephone No. 1874.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO  
THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. BAGGAGE collected, forwarded and insured at lowest rates. Jock's "EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

Telegraphic Address "COUPON." **THOS. COOK & SON,**  
Telephone No. 524. Hongkong Hotel Buildings, Hongkong.  
Also RANGHAI, PEKING, YOKOHAMA, MANILA.  
Only Office in LUDGATE CIRCUIS, LONDON, E.C.

## A KWAI &amp; CO.

12 &amp; 13 Cornhill Road Central, HONGKONG.

## "NAVY CONTRACTORS"

Ship-Chandlers, Coal Merchants, Sail-Makers, General Storekeepers

Boat and Soda Manufacturers.

Cable Add. "AKWAI." Tel. No. 1868.

## WING KEE &amp; CO.

23, Cornhill Road Central.

## COAL MERCHANTS,

SHIP CHANDLERS, COMPRADORES

AND STEVEDORES.

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## STEAMING COAL.

Contracts Solicited for Bunkering Ships at Hongkong, Shanghai, Keelung (Formosa) and All Leading Japan Ports.

## K. KIMURA &amp; CO.

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Cable Add. "Propaganda." Tel. No. 2530.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 800 tons long.

Town Office: 84, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 459.  
Shipyard: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 5.  
Estimates furnished on application.

Hongkong, April 1, 1919.

## BANKS.

ASIA BANKING CORPORATION  
HONGKONG.

TAKE ADVANTAGE of the High Rates of Exchange and open an interest bearing Gold Dollar or Sterling Account. Withdrawals may be made from such accounts in Local Currency if desired.

Certificates of Deposit issued in Gold Dollars, Sterling and Local Currency.

Letters of Credit issued.

We issue American Bankers Association and Guaranty Trust Company of New York Travellers' Checks, payable throughout the World.

## HEAD OFFICE:

## NEW YORK.

Other Offices in the East:

SHANGHAI PEKING TIENTSIN MANILA  
HANKOW CHANGSHA CANTON

HONGKONG STOCK  
EXCHANGE.

HONGKONG, 5th MAY, 1920

## OFFICIAL QUOTATIONS

11 A.M.

BANKS.

London T. T. rate 4 1/2.

Hongkong Bank's \$600 b. 805 ss.

MARINE INSURANCE.

Canton Insurance ... \$445 ss.

North China Insurance ... \$24 n.

Union Insurance ... \$153 1/2 n.

Yangtze Insurance ... \$250 b.

Far Eastern ... \$17 1/2 n. x. d.

FIRE INSURANCE.

China Fire Insurance ... \$135 n.

Hongkong Fire Insurance ... \$300 b.

SHIPPING.

Dongas ... \$83 b.

H. K. Steamship ... \$24 n.

Indo-China (Prof.) ... \$194 n.

Do. (Def.) ... \$182 1/2 n. x. d.

Shell Transport ... \$34 1/2 n.

Star Lines ... \$34 1/2 n.

REVENUE.

China Sugar ... \$225 b.

Malabar Sugar ... \$43 n.

MINING.

Kailash Mining Adm. ... 120/- s.

Langkai ... T. 17 b.

Shanghai Loans ... \$24 n.

Shai Explosions ... \$100 n.

Rauhe ... \$100 n.

Trench Mines ... \$37 1/2 n.

Ural Caspian ... \$27 1/2 s.

DOCKS, WHARVES, GODOWNS, &amp;c.

H. &amp; K. Wharves ... \$87 s.

H. &amp; W. Docks ... \$152 1/2 b.

Shai Docks ... T. 153 b.

New Engineering ... T. 25 n.

LAND, HOUSES &amp; BUILDINGS.

Central Estates ... \$106 b.

Hongkong Hotels ... \$125 b.

Hongkong Lands ... \$106 b.

Hampshire ... \$60 b.

Kowloon Lands ... \$40 b.

Land Reclamations ... \$140 b.

Wen Points ... \$50 b.

COMMON MILLS.

Two Cottons ... T. 685 n.

Kung Yik ... T. 67 n.

Lao Kung Mow ... T. 425 n.

Oriental ... T. 310 n.

Shanghai Cottons ... T. 350 n.

Xingzong ... T. 46 n.

MISCELLANEOUS.

Cement ... \$370 b.

China-Borneo ... \$50/6 b.

China Lights Old 77 1/2 &amp; New 80/6 b.

China Providents ... \$80 n.

Dairy Farms ... \$254 n.

H. K. Electric ... \$24 n.

Macao ... \$24 n.

Hongkong Ropes ... \$81 n.

Hongkong Tramways ... \$8.10 n.

Do. (New) ... \$8.10 n.

Steam Laundry ... \$4.00 b.

E. K. Seed Boundary ... \$10 b.

Water-works ... \$13 b.

Watsons ... \$8.10 n.

Wm. Powells ... \$13 b.

Wiseman's ... \$27 1/2 b.

THE INDUSTRIAL AND  
COMMERCIAL BANK, LTD.

Head Office: 101, Queen's Road Central, Hongkong.

## DOMESTIC &amp; FOREIGN BANKING.

## SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 1%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. USANG LY, Manager.

Hongkong, July 7, 1919.

THE CHINESE MERCHANTS  
BANK, LTD.

HEAD OFFICE: Alexandra Building, Canton Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG TOY, Chief Manager.

Hongkong, January 3, 1920.

THE CHINA PROVIDENT LOAN  
AND MORTGAGE CO., LTD.

Head Office: 101, Queen's Road Central, Hongkong.

Loans made on Freehold Property, etc. Advances made on Mortgage.

Loans made on the Freehold Property.

CHIEF MANAGER: SHEWAN, TOMES &amp; CO., General Managers.

(State and Particulars of Conditions to be obtained from the Office.)

SHEWAN, TOMES &amp; CO., General Managers.

HONGKONG, APR. 23, 1920.

## NOTICE.

P. H. TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

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6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 15 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

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1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.



